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rubber, and has a bar-shaped portion circular in section. Enlarged end portions 86a, square in section, are formed at opposite ends of the seal member 86 to protrude perpendicularly sideways in opposite directions. The seal member 86 is fitted into the seal groove 87, while the bar-shaped portion is being bent into a U-shape, with the enlarged end portions 86a filled in the enlarged recesses 87a. In this case, it is effective for preventing the floating of an intermediate portion of the seal member 86 from the seal groove 87 to form a pair of small projections 88 on an inner surface of an intermediate portion of the seal groove 87 so that the projections 88 come into resilient contact with an outer peripheral surface of an intermediate area of the bar-shaped portion.

Please replace the paragraph beginning at page 9, line 17, through page 10, line 14, with the following rewritten paragraph:

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The intake valve 18 and the exhaust valve 19 are urged to closing directions by valve springs 22 and 23 in a valve-operating cam chamber 21 defined in the cylinder head 8. In the valve-operating cam chamber 21, rocker arms 24 and 25 vertically swingably superposed on the cylinder head 8 are superposed on heads of the intake valve 18 and the exhaust valve 19. A cam shaft 26 for opening and closing the intake valve 18 and the exhaust valve 19 through the rocker arms 24, 25 are rotatably carried on laterally opposite sidewalls of the valve-operating cam chamber 21 in parallel to the crankshaft 13 with ball bearings 27 and 27' interposed therebetween. One of the sidewalls of the valve-operating cam chamber 21, on which one of the ball bearings 27 is mounted, is formed integrally with the cylinder head 8; and an oil seal 28 is mounted on such one sidewall adjacent the outside of the ball bearing 27 to come into close

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contact with an outer peripheral surface of the cam shaft 26. An insertion hole 29 is provided in the other sidewall of the valve-operating cam chamber 21 to enable the insertion of the camshaft 26 into the chamber 21; and the other ball bearing 27' is mounted on a bearing cap 30 adapted to close the insertion hole 29 after insertion of the camshaft 26. The bearing cap 30 is fitted into the insertion hole 29 with a seal member 31 interposed therebetween, and is bolt-coupled to the cylinder head 8.

Please replace the paragraph beginning at page 13, line 16 through page 14, line 4, with the following rewritten paragraph:

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An engine cover 51 covering the engine body 1 and accessories is divided at a location corresponding to the timing transmitting device 35 into a first cover half 51a on the side of the flywheel 43, and a second cover half 51b on the side of the starter 42. The first and second cover halves 51a and 51b are secured to the engine body 1. A frustoconical bearing holder 58 is arranged coaxially with the crankshaft 6 and secured to the first cover half 51a. The bearing holder 58 supports the cutter C with a bearing 59 interposed therebetween to drive the cutter C to rotation, and an air intake port 52 is provided in the bearing holder 58 so that the external air is introduced into the engine cover 51 with rotation of the cooling blades 45. A pedestal 54 is secured to the engine cover 51 and the bearing holder 58 to cover a lower surface of the fuel tank 5.

**Please replace the paragraph beginning at page 15, line 7, with the following
rewritten paragraph:**

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The flywheel 43, larger in diameter than the centrifugal shoe 47 and having the cooling blades 45, is secured to the crankshaft 13 between the engine body 1 and the centrifugal shoe 47.

Therefore, it is possible to draw in the external air through the air intake port 52 by the rotation of the cooling blades 45 to properly supply it around the cylinder block 7 and the cylinder head 8 without being obstructed by the centrifugal clutch 49; thereby, enhancing the cooling of the cylinder block 7 and the cylinder head 8, while avoiding an increase in size of the engine E due to the flywheel 43 to the utmost.

IN THE CLAIMS:

✓ Please **CANCEL** claim 2. ✓

Please **AMEND** claim 1 as follows:

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1. (AMENDED) A seal structure in an engine body, comprising:
a crankcase which has a crank chamber and which is coupled to a lower end face of a cylinder block having a cylinder bore, the crankcase being comprised of first and second case halves having oppositely facing joint surfaces coupled to each other in a plane extending perpendicular to the lower end face of said cylinder block, wherein one of the joint surfaces of said first and second case halves includes a U-shaped seal groove extending along a peripheral edge of said crank chamber, and wherein enlarged recesses are provided only in the first and second case halves and